

## FISCAL IMPACT OF PROPOSED LEGISLATION

Measure: SB 128 - A

Seventy-Sixth Oregon Legislative Assembly – 2011 Regular Session  
Legislative Fiscal Office

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### Measure Description:

Removes obsolete reporting dates for Road User Fee Task Force.

### Government Unit(s) Affected:

Oregon Department of Transportation (ODOT)

### Indeterminate Fiscal Impact

### Local Government Mandate:

This bill does not affect local governments' service levels or shared revenues sufficient to trigger Section 15, Article XI of the Oregon Constitution.

### Analysis:

SB 128 provides that bond proceeds that are not required for the purposes described in ORS 367, commonly referred to as the Jobs and Transportation Act (JTA), may only be allocated to projects through law changes by the legislature. The bill requires the Department of Transportation to consult with the legislature before ODOT expends any federal stimulus funds, and allows counties with populations over 350,000 to establish registration fees for replacement of the Sellwood Bridge. ODOT is directed to appoint the employee responsible for regulation of motor carriers to represent the State of Oregon in meetings of the national cooperating committee created pursuant to the Multistate Highway Transportation Agreement, and pay any membership fee. Annual dues for the committee are \$5,000. The bill has an emergency clause and is effective on passage.

The fiscal impact for ODOT primarily relates to the repeal of sections 3 and 4 of the JTA, related to congestion pricing pilot projects. ODOT has allocated \$5 million to this requirement; a portion of this has already been expended developing potential pilot projects. ODOT notes that a significant portion of these funds may be saved if implementation of a congestion pricing pilot project is cancelled. However, ODOT is unable to forecast the actual savings under these provisions.

There is no fiscal impact to cities. The Legislative Fiscal Office has no information to base a fiscal impact on counties.

